THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Consultancy bids were invited on global basis to select bidders who are well experienced and having technical expertise in the field to provide inputs regarding the complex financial issues like due diligence, valuation of assets, sales memorandum preparation, etc. connected with privatisation of airports through long-term lease. After evaluation of technical and Economic Services Limited (RITES), New Delhi has been selected for appointment as Financial Consultant. One of the criteria for selection was that foreign consultant must have a tie up with an Indian Consultant.

Construction of New Terminal Building at Delhi Airport

1995. SHRI VAYALAR RAVI: Will the Minister of CIVIL AVIATION, be pleased to state:

(a) whether the Airports Authority of India has envisaged any scheme for the construction of new terminal building for Delhi Airport; and

(b) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Airports Authority of India (AAI) has plans for constructing a new international terminal building in a built up area of 2,26,000 sq.m with a capacity/ to handle 6.5 million passengers per annum. AAI is updating the cost estimates and carrying out financial appraisal so that the proposal can be submitted to the Public Investment Board.

Reservation of Tickets on International Routes

1996. SHRIMATI JAYAPRADA
NAHATA: SHRI AMAR SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that most of the international passengers who intend to fly in and out of Indian to London and other foreign countries have to book their seats at least 6 months in advance during the season in order to perform their.journey to those countries;

(b) if so, the reasons therefor; and

(c) the steps Government propose to take in this regard?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) No, Sir. Shortage of air seat capacity is generally experienced during peak

season. The Government of India permits opeation of extra section flights to take care of seasonal traffic. The Government has also formulated a liberal tourist charter policy which has been well appreciated. On the basis of requests, the Government is also holding bilateral talks and views capacity requirements liberally.

Installation of Proper lighting System at IGI Airport, Delhi

1997. SHRI SOLIPETA RAMACHANDRA REDDY:

SHRI RAMACHANDRAIAH RUMANDLA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether 1.6 km. boundary surrounding the Indira Gandhi International Airport remains dark and pose a major security risk; and

(b) if so, the steps proposed for installing proper lighting system at the dark outer boundary of IGI immediately?

THEMINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Yes, Sir. At Indira Gandhi International Airport there is a problem of inadequate, lighting at some police watch posts. However, corrective action has already been initiate and is likely to be completed soon.

Decline in occupancy rate at Centaur Hotel, Delhi

1998. SHRIVN. GADGIL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the occupancy rate of Centaur Hotel Delhi has gone down very much and in January 2000 only 35 of its 335 rooms were occupied;

(b) whether the crew of Air India have refused to stay at Centaur Hotel; and

(c) whether they have refused on the ground that the rooms are full of rats, cockroaches and monkeys?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) The occupancy at Centaur Hotel Delhi had dropped- during January 2000. The average occupancy per day for January, 2000 was 65 rooms out of 272 operational rooms (100 rooms are under rennovation hence not available for sale). The occupancy has however picked up during the month of February 2000.

(b) and (c) No, Sir. In 1993, the B747 sets of Air India's crew had moved